

**March '99****Volume 3.1**

## ***THE DO'S CORNER***

I know there is currently some confusion in the field over reimbursement procedures but rest assured our USAF friends are working to clarify and simplify the procedures as best they can within the government constraints. On the CD side you should know that accounting for the 15% add is also being simplified. Perhaps the best news in this area is that a new CAPR 173-3 is due out soon with an increase in the reimbursement rates. And HOT from the February National Board meeting is a request for a committee to look seriously at proposing Congressional legislation that would allow SAR/DR reimbursement for expenses other than fuel, oil, maintenance, and communications. My OPS guys are still focused on new and or improved WEB products so keep your suggestions flowing. And finally on the WEB subject let me say we are finally getting peoples attention to get the Form 18 flying time report properly constructed. By the time you get this it should be the management tool you need. To you SW & PACR folks let me be the first to congratulate you for you success with the INS mission. So far you have flown over 1000 hrs and had 22 sightings resulting in 10 saves. Even though their budget is tight, INS continues to fund this mission including a recently approved 15% administrative add.

Until Next Time

Glen Atwell  
Director of Operations

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## **CAP TAKES CENTER STAGE WITH THE SOARING SOCIETY OF AMERICA**

During the SSA annual convention, the joint CAP/SSA soaring program was featured as an example of resounding success. CAP cadets now make up the majority of SSA youth memberships and both organizations have seen membership growth, both senior and cadet, since the CAP/SSA memorandum of agreement was signed in March of 1996. A videotaped message from General Bobick was featured during the convention's general assembly and an well-attended seminar described the joint glider program. The weeklong convention culminated with the award of the SSA Exceptional Service Award to Civil Air Patrol.

**SAFETY****1998 MISHAP RECAP**

*During 1998, CAP experienced six aircraft accidents, which resulted in three fatalities and an aircraft accident rate of 4.76 accidents per 100,000 flying hours. All other mishap categories were reduced from 1997 totals:*

- Aircraft flight incidents were reduced from 27 to 19*
  - Aircraft ground incidents went from 8 to 3*
  - Vehicle mishaps fell from 12 to 7*
  - Bodily injuries were reduced from 14 to 13*
  - Serious injuries went from 7 to 5*

*Trends identified in our aircraft mishaps include a lack of proficiency, inattention, failure to communicate, self-medication, lack of judgement and failure of supervisors to take timely and appropriate action. Vehicle mishap trends revealed problems involving backing and failure to yield. Fractures resulting from falls and lacerations from various causes led the bodily injury category. Look for more details in the upcoming annual Analysis of CAP Mishaps.*

**CHRISTMAS AIRCRAFT ACCIDENT**

*A CAP, corporate-owned, 1997 C-172R, operated by the Indiana Wing, crashed on Christmas Day. The pilot and sole occupant, 1Lt Lee R. Shaffer, were killed. The pilot departed Ft. Wayne, IN on a proficiency sortie and flew approximately one hour before impacting the ground near Angola, IN. Weather at the time was clear, 10 miles visibility, with a strong wind out of the southwest. The aircraft crashed in a rolling, stubble-covered cornfield approximately 3 miles from Steuben County Tri-State Airport. Fuel was evident at the accident site. The National Transportation Safety Board (NTSB) is currently investigating this accident.*

*One of several issues surrounding this accident is the possibility that the pilot had glaucoma and was using prescription medication without a FAA waiver. CAP's other fatal accident, which occurred earlier in Massachusetts, involved a pilot with a history of migraine headaches, who also was taking a*

*prescription drug without consulting an Aviation Medical Examiner (AME). This problem of flying while medicating stems from a conflict between the desire to fly and one's acceptance that medication may make flying unsafe. Simply asking a physician or pharmacist if it's all right to fly while taking a particular medication is not enough. The physician must also be a Flight Surgeon or an AME to render an informed decision when flying is involved. Over-the-counter (OTC) drugs make bypassing the doctor easy during minor illness. However, when flying is involved, you're not only at risk from your illness, but also from the OTC drug and any misdiagnosis you might have made. If you have an illness that has you considering drugs (either OTC or prescription), the best advice is to check with a local AME or ground yourself until you are once again, a healthy specimen. (From Fit to Fly, A Pilot's Guide to Health and Safety, by Richard O. Reinhart, MD)*

## **DRUG DEMAND REDUCTION**

### **DDR PLANNING GUIDANCE**

*Drug Demand Reduction (DDR) Initiatives Program planning guidance was sent to the field in Jan. While funding is unavailable at present, approved concepts with assigned amounts were provided. Funding is expected in Mar 99 and a letter of authorization will be provided upon receipt of funds.*

### **FY98 REPORTING**

*The FY98 DDR Initiatives Program and End of Year report is being finalized for all to review. It will reference all programs conducted within the CAP DDR program. This will become an annual event to provide eligible squadrons and wing programs with the vast number of approved programs that are being administered.*

### **SCIENTIFIC DDR INFORMATION**

*Last year a survey was conducted to assess CAP cadets in squadrons and Middle School Initiative for the protective and risk factors for drug use, violence, gang affiliation and delinquency. The results will be presented at the National Board in Denver.*

### **ALCOHOL AND TOBACCO VIDEO**

*Completion of the "Champs not Chumps" video discussing alcohol and tobacco use is near completion. Expect distribution to all units in the late spring.*

## **EMERGENCY SERVICES**

### **ES CURRICULUM PROJECT**

*Curriculum is currently being field tested by many units across the country, and your unit can still be a part of the test. If your unit is interested in being a part of the curriculum test, contact the project coordinator, John Desmarais, at the National Headquarters. He can be reached via phone at (334) 953-4228 during duty hours, or anytime via fax or e-mail, (334) 953-4242 and*

[jdesmarais@capnhq.gov](mailto:jdesmarais@capnhq.gov) respectively. For additional information on the curriculum project you can also check out the project web page at <http://www.capnhq.gov/nhq/do/dop/escp1.htm> or the February '99 issue of the Civil Air Patrol News. The web page has several items of interest like a current listing of working group representatives and the project summary and timeline, and the Civil Air Patrol News has several articles discussing the project including the National Commander's Column.

## NATIONAL SAR SCHOOL

*The Inland SAR Planner Course is an excellent opportunity to greatly enhance one's SAR mission management skills. The course is designed for approximately 24 people with six slots for CAP members. This is not a walk-in class. HQ CAP/DO coordinates the six CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be mission coordinators and mission coordinators-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to look way ahead and make application early. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attending, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342) or notify us by e-mail ([pkalisky@capnhq.gov](mailto:pkalisky@capnhq.gov) or [jdemarais@capnhq.gov](mailto:jdemarais@capnhq.gov)) with name, address, and phone numbers. The following FY99 courses still have openings, and the FY00 list should be released soon.*

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
24-28 May 99	USCG RTC Yorktown, VA	19 Mar 99
20-24 Sep 99	USCG RTC Yorktown, VA	16 Jul 99

## DF & GROUND TEAMS

*For those of you who enjoy the delights of distress beacon searches, this is one more reminder that when you find that beacon and it is non-distress, your "search" mission is complete. Your mission is not "search and destroy." Once a beacon is located please refrain from entering private property, aircraft, and boats without permission or utilizing unorthodox disabling tactics that will cause damage to the beacon or related property. If the beacon is not easily disarmed, notify the AFRCC and let them deal with it from there on out.*

## OPERATIONS EVALUATIONS

*Many wings have already begun to schedule their 1999 wing evaluations. The wing operations evaluations will be moving to a biennial SAR/DR evaluation cycle and will also now include CD mission taskings. Including CD and going to a biennial evaluation cycle will allow CAP to test its largest operational mission, CD, in conjunction with the already proven SAR/DR program, and also allow wings to concentrate more on training during non-evaluation years.*

*Changes to the evaluation process will not impact the CAP-USAF annual SAR, DR, and CD wing awards presented at the August National Board. For a year when a wing is not evaluated, CAP-USAF region commanders will use the quality of training, performance on missions, customer feedback and other factors to determine the wing winners.*

*The new [Operations Evaluation Guide](#) will be in print and available on the web later this month.*

## **AFRCC SMC - OUTSTANDING ES TRAINING OPPORTUNITY**

*The AFRCC is now able to accommodate more SMC courses and is looking for locations that would like to sponsor this event. The class is designed for Saturday 0800-1700 and Sunday 0800-1400. It includes a lecture/Powerpoint presentation and ends with a tabletop aircraft search exercise. The presentation includes, SARSAT capability, RCC/MC coordination, public affairs, incident command system, RCC resources available to the mission coordinator in the field, and other SAR related matters. This is an excellent short course for mission coordinators as well as all other emergency services qualified members. The course is both informative and fun. Try it. You'll like it!*

*If your wing or unit would like to sponsor this course, here are the ground rules:*

- 1. Coordinate a tentative date with TSgt Dave Jarrett, AFRCC, 757-764-8118 or Email: [david.jarrett@langley.af.mil](mailto:david.jarrett@langley.af.mil)*
- 2. Assure yourself that you will have a minimum of 20 members in attendance (Max of 35-negotiable).*
- 3. Choose a location to accommodate the group to include splitting into groups of 4-6 for tabletop exercise.*
- 4. Provide a projection system that can connect to a laptop (BARCO, INFocus, etc.) for PowerPoint presentation.*
- 5. Confirm date and location with TSgt Jarrett.*
- 6. Reconfirm commitments for 20 members at a minimum.*

*Let's take advantage of AFRCC's accessibility!*

<b>STAN-EVAL</b>	<b>WHAT'S IN A FORM</b>
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*Forms in CAP are a continual sore point. Our job is to prosecute the CAP mission, not fill out some form with a bunch of information that will be filed away in some mysterious file cabinet. On the other hand, certain information is critical to the health of our organization. The CAP Form 18 is one of those forms that contains information that may not seem particularly important, but in reality has the potential to touch every single CAP member. How so? From time to time, we are asked to justify our aircraft activity for all kinds of reasons such as the Report to Congress, funding issues, aircraft assignments, etc. The only tool we have to measure your activity is guess what? That's right, it's the CAP Form 18. Now that you have that sick feeling in the pit of your stomach, let's look on the bright side. While, far from perfect, the current form 18 data is better than anything we have had in the past. The ability to submit the data over the Internet has strengthened the program and added to the quality of the data. However, with any electronic venture there are growing pains, and the web-based application has had, and will continue to have, its share of bumps along the way. Web applications evolve, and the form 18-submission page will follow that scenario, getting better with time. So if you are interested in keeping your aircraft, letting Congress know about the great things CAP does, and being able to justify the worth of our organization, keep sending in the form 18 data.*

<b>COMMUNICATIONS</b>	<b>WEB PAGE DEVELOPMENTS</b>
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*The Comm web page continues to grow. Wings and regions can now file their H-1 report via the web page, as well as view particular H-1 reports, region summary reports, and the national summary report. The National Technology Center is also checking the specifications of HF and VHF equipment for NTIA compliance. The results are published on the web pages. The Comm Web page can be found at <http://www.capnhq.gov/nhq/do/dok/>. Comm directors who have not yet accessed the Comm Director's area of the web page should e-mail [dok@capnhq.gov](mailto:dok@capnhq.gov) for an initial username and password to enter the area.*

<b>COUNTERDRUG</b>	<b>CAPF 10s</b>
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*Please assist us by correctly completing the CAP Form 10. Counterdrug training missions can be better managed when the form is legible, completely filled out, and accompanied by the mission scenario. Our goal is same day cycle time for Form 10 requests. We have had several lately that have required research. This slows down the process. Missing items such as dates, costs, or authorizing signatures are among the problems we have seen.*

### **NEXT COUNTERDRUG ORIENTATION COURSE SCHEDULED**

*The next counterdrug (CD) orientation has been scheduled for 20 March 99. Wing Counterdrug Officers have the details. It is important that all CD qualified members receive important information about the orientations and the new policies pertaining to qualification retention. If you have not received information about the orientation contact commander, or wing CDO.*

### **CD CLEARANCES FOR WING LIAISON STAFF**

*The Liaison Staff remains an important part of the CD program. He or she retains oversight, and is the authorizing person for key aspects of CD missions. As such, the Wing Liaison Staff will be receiving CD clearances. Please help them in doing their important jobs by keeping them in the information loop for completed CD missions. They need to see the monthly reports in a timely manner. The LO can help you execute the missions and keep your program moving.*

### **CAPF 84s**

*CAP Form 84s need to be completely filled out. Especially the sections pertaining to the actual requesting official. This cannot be a CAP member, such as the CDO. We only perform missions for law enforcement (LE) through the mission number process. The 84 must reflect the LE official's name. Further, the results cannot be annotated as "none." At least annotate the general activity seen, and indicate whether anything was suspicious, i.e. - "No Aircraft Sighted" or "All Aircraft in Hanger". The information contained on the 84 is program protection. Think about the impact when we under-report our activity with a "none." What message does that send?*

### **NEW DUTY DAY LIMITATIONS**

*Please review the new "duty day" restrictions in CAPR 60-1, para 2-14. Be sure your mission planning allows for compliance.*

## **INTERNATIONAL FLIGHT PROHIBITION**

*International flights are no longer authorized. Pending review and research of this issue by CAP-USAF, all CAP flights that cross into another country are prohibited. Contact your chain-of-command for details.*

## **NEW CAPF 108**

*Don't forget there a new CAPF 108 has been issued and must be used for all reimbursements. The old CAPF 108 is obsolete and will not be accepted.*

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## **USEFUL WEB SITES**

<http://www.icisf.org/>

*This web site is a link to the International Critical Incident Stress Foundation. As CAP is taking steps to protect and train its personnel, CISM is becoming a major topic of discussion. Take a look to find out more.*

<http://www.calesar.org/icsjobs.htm>

*As CAP moves more and more into using the Incident Command System as its main structure for operations, it is imperative that our personnel remain aware of the job descriptions for essential mission personnel. Much of this information is available in CAPR 55-1 as well, but this web site has a lot of useful information.*

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## **ON THE LIGHTER SIDE**

*The following are a few definitions for aviation enthusiasts that should make you smile.*

*Certificated Aircraft - One that has all hazardous features camouflaged.*

*Aileron - A hinged control surface on the wing that scares the hell out of airline passengers when it moves.*

*Airfoil - 1. Sword used for dueling in flight. Often used to settle disputes between crew members and passengers. 2. What pilots wrap their sandwiches in.*

*Airplane - The infernal machine invented by two bicycle mechanics from Dayton, Ohio and perfected on the sands of the Outer Banks of Kitty Hawk, North Carolina. Precursor of the Frisbee.*

*Airspeed - 1. The speed of an airplane through the air. 2. True airspeed plus 20% when talking with*

*other pilots.*

*Alternate Airport - The airport that no aircraft has sufficient fuel to proceed to if necessary.*

*Chart - 1. Large piece of paper, useful for protecting cockpit surfaces from food and beverage stains.  
2. An aeronautical map that provides interesting patterns for the manufacturers of children's curtains.*